

# TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION

## NOTES:

SIMILAR SIGNING, DENOTED BY A LETTER, FOR THE OPPOSITE APPROACH SHALL BE PLACED.

SIMILAR SIGN SPACINGS SHOULD ALSO BE USED AS SHOWN BELOW.


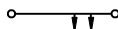





SPEED LIMIT TO BE ESTABLISHED BY THE DISTRICT ENGINEER.

FOR PROPER BARRIER FLARE AND END PROTECTION, SEE STANDARD NO. MD 104.01-24.

LENGTH OF DOUBLE YELLOW CENTER LINES TO BE DETERMINED BY THE ASSISTANT DISTRICT ENGINEER - TRAFFIC.

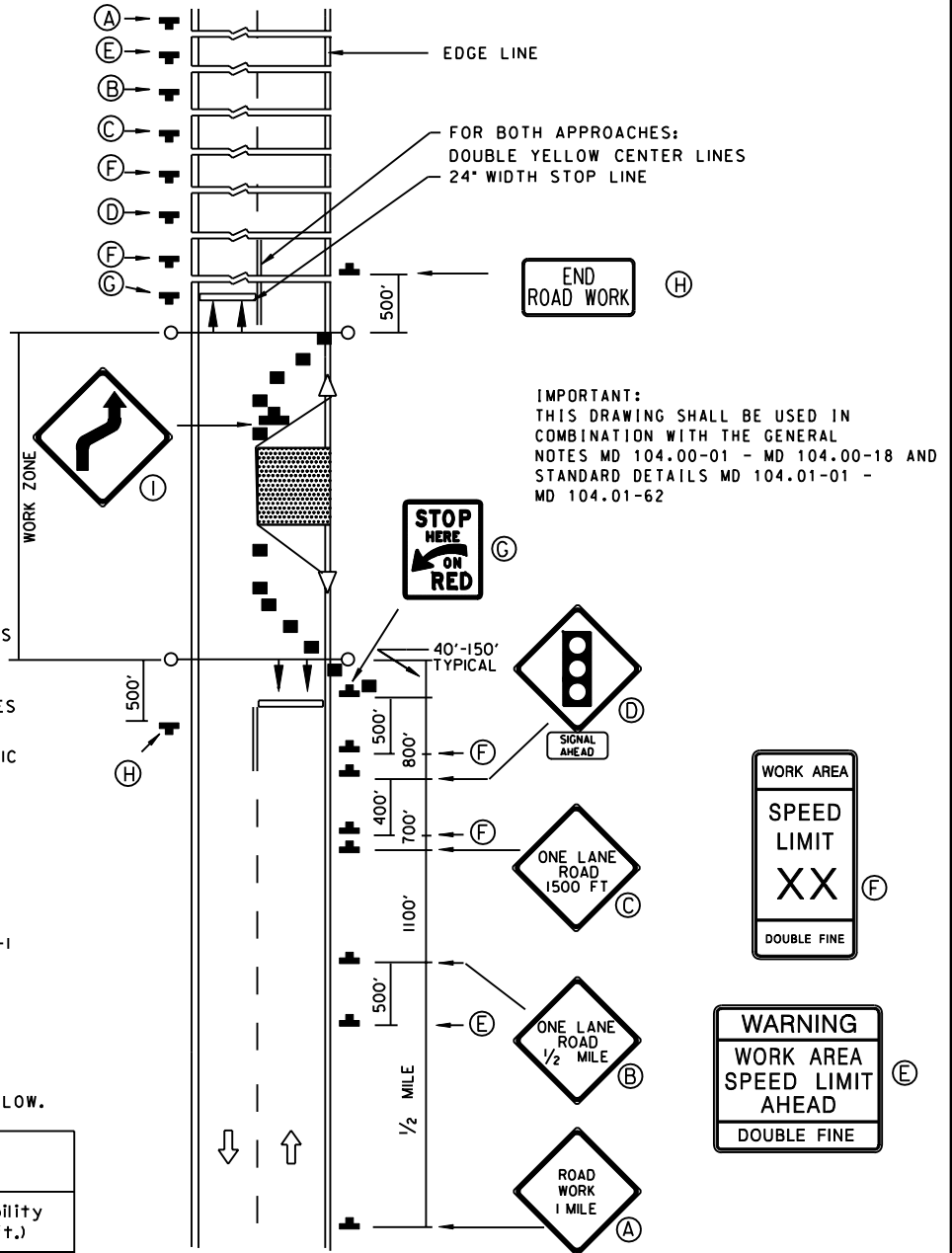
PLACE SIGN (I) AS DIRECTED BY THE ENGINEER.

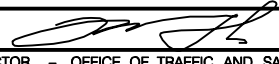

## KEY:

-  SIGN SUPPORT  
FACE OF SIGN
-  TEMPORARY TRAFFIC  
SIGNALS & SUPPORTS  
APPROVED BARRIER
-  CHANNELIZING DEVICES
-  DIRECTION OF TRAFFIC
-  WORK SITE
-  PROPERLY DESIGNED  
CRASH CUSHION
-  SIGN DESIGNATION A-I

SIGHT DISTANCE TO SIGNALS AT WORK ZONES SHOULD MEET, AND EXCEED WHENVER POSSIBLE, THE VALUES SHOWN IN THE TABLE BELOW.

MINIMUM SIGHT DISTANCES TO TRAFFIC SIGNALS	
85th Percentile Speed (mph)	Minimum Visibility Distance (ft.)
25	215
30	270
35	325
40	390
45	460
50	540
55	625
60	715



SPECIFICATION <b>104</b>	CATEGORY CODE ITEMS
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY
	APPROVAL • SHA REVISIONS APPROVAL <b>8-20-03</b> REVISION REVISION REVISION
	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION APPROVAL <b>9-23-03</b> REVISION REVISION REVISION

<b>Maryland Department of Transportation</b> <b>STATE HIGHWAY ADMINISTRATION</b> STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES <b>ONE LANE ROAD (SIGNAL CONTROLLED)/2-LANE, 2-WAY</b> <b>GREATER THAN 40 MPH /OVER 12 HRS. OR NIGHTTIME USE</b> <b>STANDARD NO. MD 104.06-04</b>	
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